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SOURCE Hsin Ching-chi Lun-ts'ung (Symposium on the New Economy), published by Shih-yueh Ch'u-pan She, pp 175-179

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PLANS AND PROGRESS IN TRANSPORTATION  
 AND TELECOMMUNICATIONS IN CHINA, 1950

Yu Chih

Before the liberation, in Shanghai there were 444,204 tons of shipping owned by the public and 506,498 tons of shipping privately owned. This tonnage constituted more than 80 percent of China's total tonnage. After the liberation, the government received only 34,251 tons of navigable ships. After many vessels were salvaged and repaired, the total tonnage in Shanghai reached 230,000 tons by the end of November 1949. In other areas, the number of ships was also increased after salvage and repair operations. Now we have 380,000 tons of transport in the liberated areas (not including the tonnage in the Southeast and South China).

In June of last year, public and private ships in East China transported 14,872 tons of freight. This figure was increased three times in July. By August the volume of freight transported was eight and a half times as much as in June. In September, it was increased 11 times as much; in October, 13 times as much as in June.

Here we want to propose a special subject for discussion, that is, the improvement and transformation of our navigation administration. This is a key point in the development of a shipping industry. In the past, foreign ships came and went from our ports at will; the interests of our merchant marine could not be defended. Our economy under the New Democracy is an independent and sovereign economy. The lack of sovereignty in navigation rights has been wiped out. In the "Temporary Regulation Governing Incoming and Outgoing of Ships With Foreign Registration" promulgated in Shanghai 9 June 1949, and in the "Regulations for Ships in Tientsin" foreign ships are forbidden to navigate inland rivers, to engage in transshipment, and to anchor

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at ports at will. The problem of piloting has also been solved. During the past 80 years, all pilots were foreigners. After the liberation, foreign pilots were first dismissed in Tientsin. Piloting has become a national concern; compulsory piloting is practiced. Piloting is closely related to national defense.

In 1949, freight transport by the nation's railways amounted to 48,227,116 tons. Passenger trains carried 86,017,587 persons. Both of these figures exceed the figures in the prewar years. In addition to ordinary freight and passenger service, the railways assumed the heavy responsibility of destroying the effectiveness of the enemy's blockade effort after Shanghai was liberated. In a period of 3 months, 810,000 tons of goods, including coal and rice, were shipped to Shanghai by rail, thus helping to stabilize commodity prices.

The chief item in freight transportation is coal, which constitutes 61 percent of the total volume of freight shipped in China proper. The next important items are lumber, food, and salt. The volume of freight shipped in the Northeast constitutes more than half of the total freight volume in all of China. The railways in the Northeast are the busiest, chiefly because of the naval blockade and the inconvenience of highway transportation.

It is planned [for 1950], to repair 1,074 kilometers and 300 meters of main and branch rail lines, to build 613 kilometers of double tracks in the Northeast, and to construct 1,600 bridges, totaling 4,000 kilometers for the entire amount of construction. In addition, it is planned to build a large new Yellow River bridge, and a new Yangtze River bridge, together with the construction of new rail lines between T'ien-shui and Lan-chou, Ta-t'ung and T'ang-ku, and Sha-ch'eng and Feng-t'ai.

In highway construction, it is planned to repair the 10,121 kilometers of highway between Sian and Chuguchak, Lan-chou and Ch'eng-tu, Ch'eng-tu and Wan-ming, Wu-ch'ang and Ch'u-ching, Wu-ch'ang and Amoy, and Peiping and T'ang-ku.

In navigation, before Taiwan is liberated, the principal task is to organize the Po-yang navigation system, the navigation system in the Yangtze River and great inland rivers to alleviate the transportation burden shouldered by the railways.

In the field of postal service, it is hoped that postal volume will have an increase of 27 percent over that of 1949.

As far as telephone and telegraph services are concerned, it is planned that priority should be given to the establishment of long distance telephone service over the nation and that the telegraph network be able to provide convenient and quick connections between the capital and each large administrative center. Secondly, an international radio station should be established in the capital this year to enable China to have direct connection with other socialist and new democracy countries. Efforts should also be made to complete the radio-photo connection between Peiping, Shanghai, and Moscow. Thirdly, in the first half of this year, we should restore and strengthen radio stations in the coastal areas and along the rivers to serve coastwise and inland river navigation.

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